

# *SUSSEX COUNTY*

# ***ROAD SYSTEM***

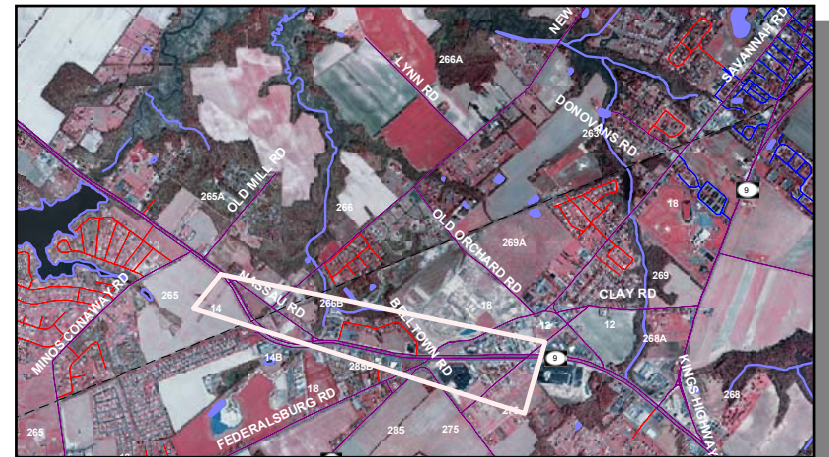
## ***ARTERIALS***

***ROUTE 1, BEACH AREA IMPROVEMENTS***

**PROJECT SCOPE/DESCRIPTION:** The proposed projects listed below are the result of Phase I of the SR 1 Grid Study. Further development of proposed solutions and alternatives, as well as public involvement, will be necessary before these projects can move forward to design.

**Area Legislative Short Term Improvements** – A committee consisting of local legislators, DelDOT managers and engineers and public enthusiasts are meeting routinely to strategically plan short-term improvements needed immediately. These recommendations are those that can be designed and constructed quickly. These include installation of triple left-turn lanes on eastbound Shuttle Road, increase length of the right turn lane on eastbound US 9, restripe the southbound SR 1 shoulder to provide continuous right-turn lane/bus lane between 5-Points and SR 24, install a third northbound lane between the Lewes and Rehoboth Canal and Shuttle Road, construct a median between the southbound and through lanes and the left-turn lanes on Route 1, and provide second left-turn lane onto Route 1A from Route 1.

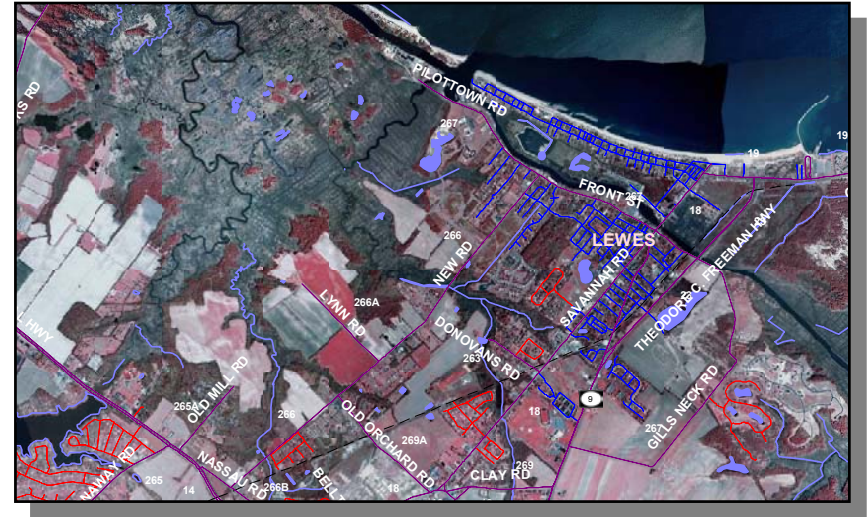
- A. **Bald Eagle Road Intersection Improvements:** Over the past year, the department has come under pressure to provide a traffic signal at the intersection of SR 1 and Phillips Street, near Rehoboth Beach. Because there are a number of overlapping projects active in this area, a meeting on April 15, 2002, discussed a coordinated approach to addressing the issue. The projects include a pavement and rehabilitation project along Bay Vista, the SR 1 Grid Rehoboth Entrance Improvements Study and the current signal request. The improvements will be designed by the South District and will include the Bay Vista shoulders, right-turn lane, new left-turn lane from SR 1 and signal improvements. Construction was completed in the spring of 2003.
- B. **Beach Area Park and Ride:** This project provides a six to seven hundred vehicle park and ride facility that would be located near Five Points to intercept traffic from the north destined for Rehoboth Beach and Lewes/Cape Henlopen. The park and ride lot would have shared use potential and be coordinated with the S265 grade separation being planned as part of the SR 1 Corridor Preservation Program north of Nassau. As part of the operation of the park and ride lot, it is anticipated there would be shuttle bus services into the resort areas and that the lot could be the site for bus transfers.



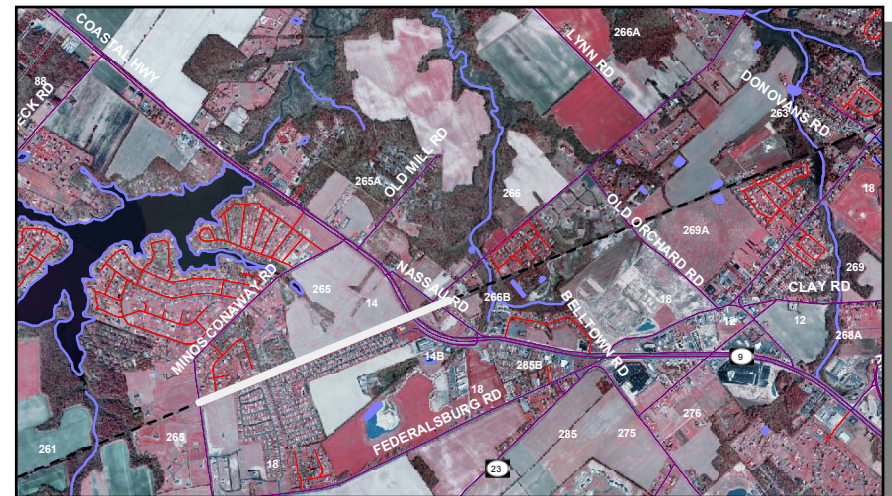
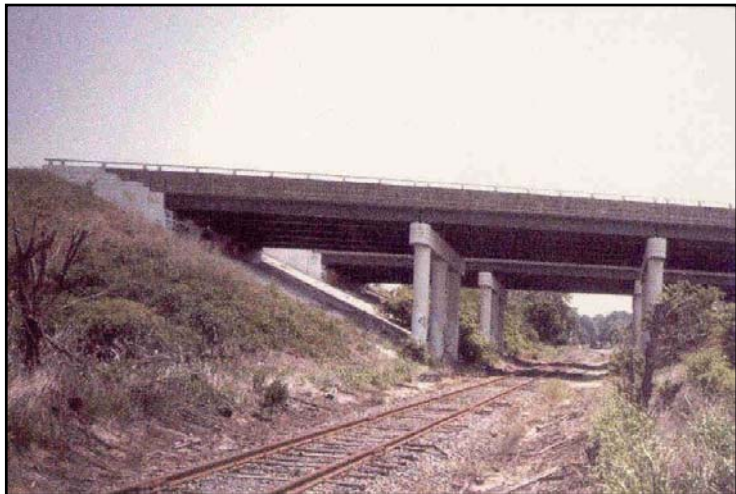


***ROUTE 1, BEACH AREA IMPROVEMENTS (CONTINUED)***

- C. **Lewes Boat Ramp:** Funding has been reserved to improve the infrastructure to allow easier access from Route 1 to the new Lewes Boat Ramp. A final design alternative has not yet been selected, but alternatives include using New Road, that could be added to the project in the current statewide Bicycle, Pedestrian and Other Improvements project; or upgrade of the roadway through the University of Delaware campus.



- D. **Nassau Pedestrian / Bicycle Connection:** This project provides a new relocated section for a portion of the American Discovery/Millennium Trail, making use of the existing grade separation between SR 1 and the DelDOT-owned railroad tracks at Nassau. A pedestrian and bicycle crossing of SR 1 away from the Five Points intersection will also be provided. Future expansion to the east and west would need to be done as part of other projects.

***Nassau Pedestrian and Bicycle Connection Site***



***ROUTE 1, BEACH AREA IMPROVEMENTS (CONTINUED)***

- E. **New Road from Nassau to Pilottown Road, Lewes** – The addition of shoulders will allow safe bicycle trips from west of SR 1 on the Nassau bicycle path under SR 1 to Nassau and to the Town of Lewes.
- F. **Rehoboth Entrance Improvements:** This project improves operations and safety at the SR 1 / 1A split by providing a new access route connection to Rehoboth Avenue. It would utilize the existing SR 1 grade separation north of the Lewes and Rehoboth Canal and follow an alignment along the presently undeveloped Canal Landing area. This project requires acquisition of right-of-way from Canal Landing and the Corps of Engineers. It also includes elements that were requested by the community, such as satisfying the request of the West Rehoboth community concerning Hebron Road, and providing an option that would allow for the relocation of buses from State Road south of the canal. Additionally, access would be provided to the canal area by motorists, bicyclists, and pedestrians and connect with the Department of Natural Resources and Environmental Control's Lewes to Rehoboth multi-use trail north of Hebron Road.

***Entrance to Rehoboth***

***ROUTE 1, BEACH AREA IMPROVEMENTS (CONTINUED)***

- G. **Rehoboth to Lewes Bicycle Path:** This project involves the construction of a bikeway linking the cities of Lewes and Rehoboth Beach independent of existing roads. This will be a 12-foot wide approximately 4.8 mile concrete bicycle path, generally following the abandoned rail corridor of the old Lewes and Rehoboth Rail Line.



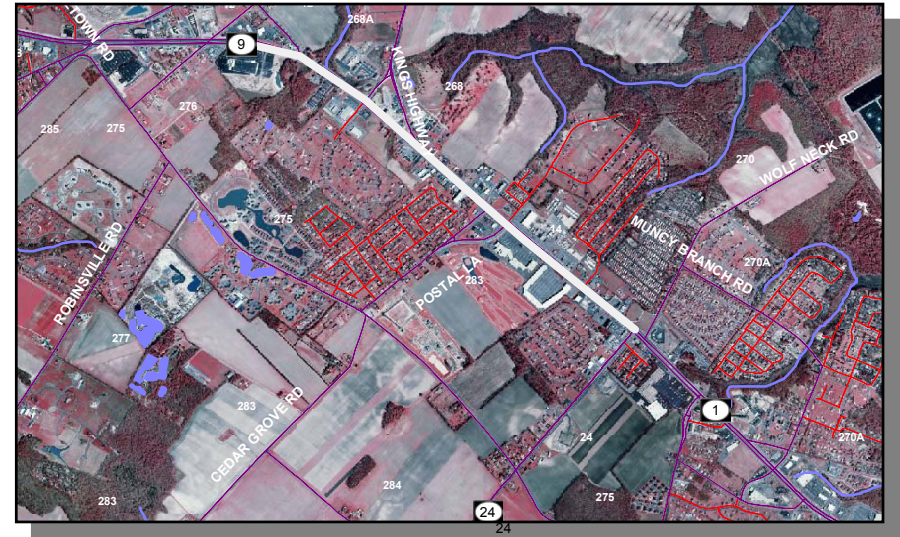
- H. **SR 1, Connector Road, Rehoboth Entrance to North of US 9 (Nassau):** Concept plans are under development for a possible new roadway on a new alignment traversing parallel and west of Route 1 from North of US 9 at Five Points with a southern terminus around the Rehoboth entrance area.





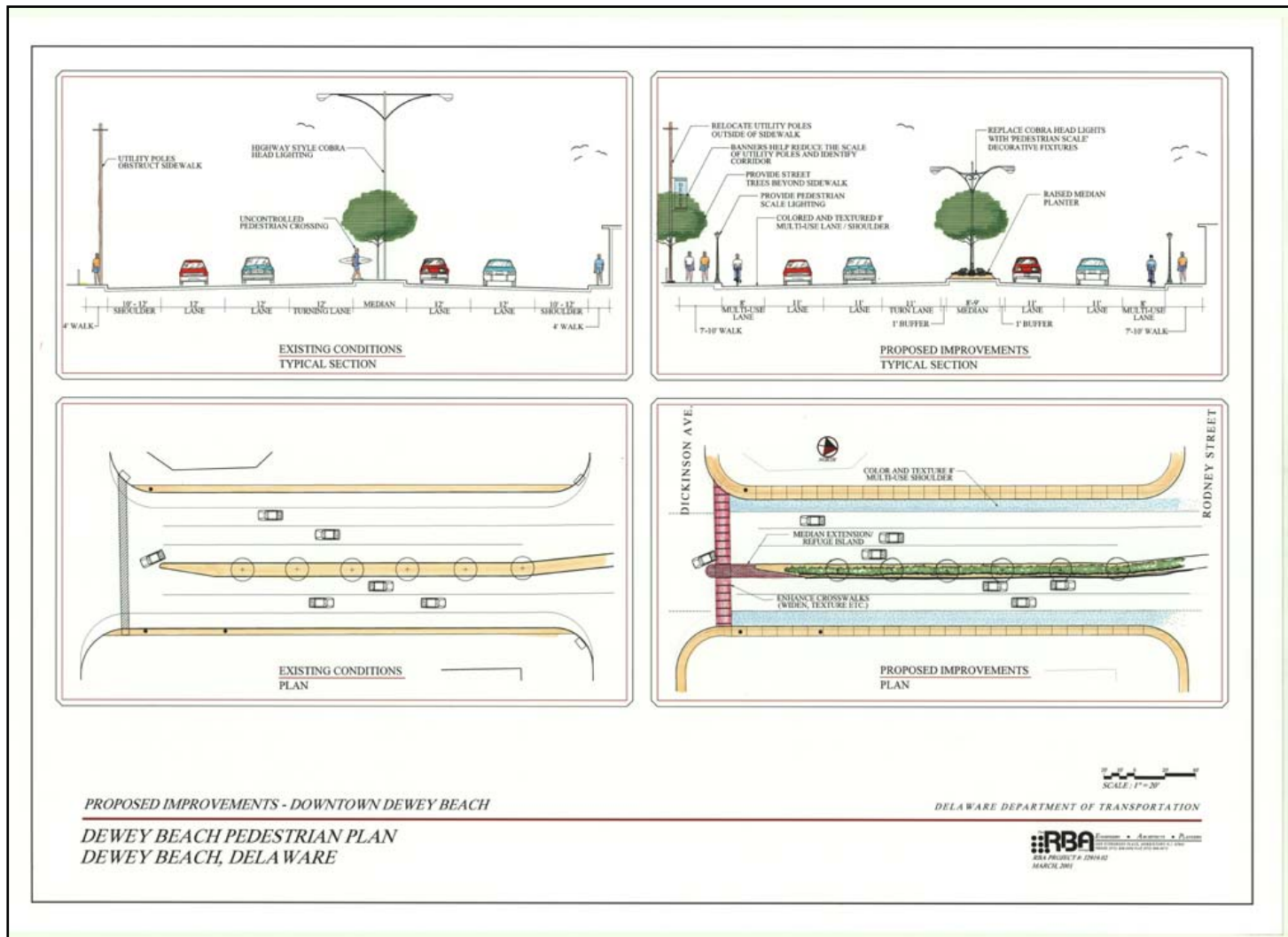
***ROUTE 1, BEACH AREA IMPROVEMENTS (CONTINUED)***

- I. **SR 1 (Southbound Third Lane), SR 24 to North of US 9 (Five Points):** This project adds a third lane southbound by widening the shoulder on southbound SR 1 from north of SR 24 to north of Five Points eliminating traffic backups into the City of Rehoboth. This project also adds a sidewalk and “green area” that is consistent with the Charles B. Mills Boulevard concept. This section of southbound SR 1 has constrained capacity and a widened shoulder could facilitate its multi-modal usage in accordance with the American Association of State Highway and Transportation Officials (AASHTO) recently updated guidelines.

***SR 24 to North of US 9******SR 24 to North of US 9***

**ROUTE 1, BEACH AREA IMPROVEMENTS (CONTINUED)**

- J. **SR 1, Though Dewey Beach – Extend from Saulsbury Road South** – The Dewey Beach Pedestrian Plan provides a concept for the improvement of seasonal pedestrian travel on and across SR 1 and SR 1A. The project limits extend from the Dewey Beach border in the north at the intersection of SR 1 and Bayard Street, to the Dewey Beach border in the south just below Collins Street. The corridor branches off along the coast, and includes SR 1A from the intersection with SR 1 north to the Rehoboth border at Silver Lake.





**ROUTE 1, BEACH AREA IMPROVEMENTS (CONTINUED)**

- K. **SR 1, Wescoats Corner Road Triangle:** Preliminary concept plans are being developed for this busy area from Route 1 and into Lewes. These improvements include Savannah Road from Route 1 to Wescoats Corner, Wescoats Corner Road from Route 1 to Savannah Road, and the relocation of Old Orchard Road to a four-way intersection with Wescoats Road, Savannah Road, and Old Orchard Road.

**PROJECT JUSTIFICATION:** These projects will improve pedestrian and bicycle safety and make needed roadway improvements.

**County:** Sussex  
**Municipality:**  
**Funding Program:** Road System – Arterials  
**Functional Category:** Management  
**Representative District:** 14, 36, 37  
**Senatorial District:** 18, 20



**ROUTE 1, BEACH AREA IMPROVEMENTS (CONTINUED)****PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 12/31/03	Expended as of 12/31/03	Committed Unexpended as of 12/31/03	Authorization Available
Route 1, Beach Area Improvements		\$ 39,955.5						
Prior Years	State			\$ 4,498.8	\$ 11,962.1	\$ 3,294.6	\$ 8,667.5	\$ 0.0
	Federal			\$ 200.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 200.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004	State		\$ 47,919.6	\$ 8,174.4	\$ 1,564.3	\$ 0.0	\$ 1,564.3	\$ 6,610.1
	Federal			\$ 800.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 1,000.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2005 Request	State			\$ 1,799.3				\$ 8,409.4
	Federal			\$ 7,197.1				\$ 8,197.1
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 3,500.0				\$ 11,909.4
	Federal			\$ 800.0				\$ 8,997.1
	Other			\$ 0.0				\$ 0.0
FY 2007 Projected	State			\$ 3,790.0				\$ 15,699.4
	Federal			\$ 15,160.0				\$ 24,157.1
	Other			\$ 0.0				\$ 0.0
FY 2008-2010 Projected	State			\$ 400.0				\$ 16,099.4
	Federal			\$ 1,600.0				\$ 25,757.1
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 22,162.5	\$ 13,526.4			\$ 8,636.1
	Federal			\$ 25,757.1	\$ 0.0			\$ 25,757.1
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 39,955.5	\$ 47,919.6	\$ 47,919.6	\$ 13,526.4	\$ 3,294.6	\$ 10,231.8	\$ 34,393.2



**ROUTE 1, BEACH AREA IMPROVEMENTS (CONTINUED)****PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008 -2010
20-125-01	<b>Route 1, Beach Area Improvements</b>									
	Area Legislative Committee Short Term Improvements	C	100% ST	\$ 500.0	\$ 0.0	\$ 500.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	A. Bald Eagle Road Intersection Improvements	C	100% ST	300.0	300.0	0.0	0.0	0.0	0.0	0.0
	B. Beach Area Park and Ride	LOC, ENV	100% ST	30.0	30.0	0.0	0.0	0.0	0.0	0.0
		PE	100% ST	110.0	0.0	110.0	0.0	0.0	0.0	0.0
		RW	100% ST	2,400.0	0.0	0.0	0.0	2,400.0	0.0	0.0
		C	80% FHWA	3,000.0	0.0	0.0	0.0	0.0	3,000.0	0.0
	C. Lewes Boat Ramp	C	100% ST	4,400.0	0.0	4,400.0	0.0	0.0	0.0	0.0
23-125-02	D. Nassau Pedestrian / Bicycle Connection	LOC, ENV	100% ST	60.0	60.0	0.0	0.0	0.0	0.0	0.0
		PE	100% ST	90.0	90.0	0.0	0.0	0.0	0.0	0.0
		RW	100% ST	100.2	100.2	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	1,000.0	0.0	1,000.0	0.0	0.0	0.0	0.0
24-125-02	E. New Road from Nassau to Pilottown Road, Lewes (Previously Bicycle/Pedestrian Improvements)	PD	100% ST	85.0	85.0	0.0	0.0	0.0	0.0	0.0
		PE	100% ST	200.0	0.0	200.0	0.0	0.0	0.0	0.0
		RW	100% ST	400.0	0.0	0.0	0.0	400.0	0.0	0.0
		C	80% FHWA	2,000.0	0.0	0.0	0.0	0.0	0.0	2,000.0
24-125-01	F. Rehoboth Entrance Improvements	LOC, ENV	100% ST	40.0	40.0	0.0	0.0	0.0	0.0	0.0
	SR 1 / SR 1A Intersection Improvements	PE	100% ST	1,800.0	300.0	1,500.0	0.0	0.0	0.0	0.0
	Rehoboth Entrance Improvements Study	RW	100% ST	1,000.0	1,000.0	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	7,950.0	0.0	0.0	0.0	0.0	7,950.0	0.0
23-125-01	G. Rehoboth to Lewes Bicycle Path	C	100% ST	500.0	500.0	0.0	0.0	0.0	0.0	0.0

**ROUTE 1, BEACH AREA IMPROVEMENTS (CONTINUED)****PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008 -2010
	<b>Route 1, Beach Area Improvements (Continued)</b>									
	H. SR 1, Connector Road, Rehoboth Entrance to North of US 9 (Nassau)	PD	100% ST	500.0	0.0	0.0	0.0	500.0	0.0	0.0
22-125-01	I. SR 1 (Southbound Third Lane), SR 24 to North of US 9 (Five Points)	LOC, ENV	100% ST	190.0	190.0	0.0	0.0	0.0	0.0	0.0
		PE	100% ST	794.8	794.8	0.0	0.0	0.0	0.0	0.0
		RW	100% ST	764.4	0.0	764.4	0.0	0.0	0.0	0.0
		C	80% FHWA	8,246.4	0.0	0.0	8,246.4	0.0	0.0	0.0
20-013-04	J. SR 1 Through Dewey Beach - Extend from Saulsbury Road South (Previously Bicycle/Pedestrian Improvements)	PE	80% FHWA	1,000.0	250.0	0.0	750.0	0.0	0.0	0.0
		RW	80% FHWA	1,000.0	0.0	0.0	0.0	1,000.0	0.0	0.0
		C	80% FHWA	8,000.0	0.0	0.0	0.0	0.0	8,000.0	0.0
	K. SR 1, Wescoats Corner Road Triangle	PD	100% ST	500.0	0.0	500.0	0.0	0.0	0.0	0.0
		RW	100% ST	958.8	958.8	0.0	0.0	0.0	0.0	0.0
	Total All Funds			\$ 47,919.6	\$ 4,698.8	\$ 8,974.4	\$ 8,996.4	\$ 3,800.0	\$ 18,950.0	\$ 2,000.0



***SR 1, DEWEY BEACH TO REHOBOTH AND LEWES CANAL, IMPROVEMENTS***

**PROJECT SCOPE/DESCRIPTION:** This project will involve the construction of sidewalks on both sides of SR 1; median modifications; pavement and drainage improvements; and intersection improvements, including the installation of a new traffic signal at the intersection of Bayard Avenue and SR 1. The project limits are from Salisbury Road to the Lewes and Rehoboth Canal. Pavement rehabilitation along the length of the roadway will also be undertaken.

This project is currently under construction and is scheduled for completion before Memorial Day, 2004.

**PROJECT JUSTIFICATION:** This project will improve pedestrian safety and make needed roadway improvements.



<b>County:</b>	Sussex
<b>Municipality:</b>	Dewey, Rehoboth
<b>Funding Program:</b>	Road System - Arterials
<b>Functional Category:</b>	Management
<b>Representative District:</b>	14, 38
<b>Senatorial District:</b>	20



***SR 1, DEWEY BEACH TO REHOBOTH AND LEWES CANAL, IMPROVEMENTS (CONTINUED)***

*Current Condition*



*Proposed Improvements*





***SR 1, DEWEY BEACH TO REHOBOTH AND LEWES CANAL, IMPROVEMENTS (CONTINUED)***

*Current Condition*



*Proposed Improvements*



**SR 1, DEWEY BEACH TO REHOBOTH AND LEWES CANAL, IMPROVEMENTS (CONTINUED)****PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 12/31/03	Expended as of 12/31/03	Committed Unexpended as of 12/31/03	Authorization Available
SR 1, Dewey Beach to Rehoboth and Lewes Canal, Improvements		\$ 8,973.1						
Prior Years	State			\$ 2,729.9	\$ 2,325.6	\$ 749.1	\$ 1,576.6	\$ 404.3
	Federal			\$ 6,243.2	\$ 4,651.7	\$ 646.5	\$ 4,005.2	\$ 1,591.5
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004	State		\$ 8,973.1	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 404.3
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 1,591.5
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2005 Request	State			\$ 0.0				\$ 404.3
	Federal			\$ 0.0				\$ 1,591.5
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 404.3
	Federal			\$ 0.0				\$ 1,591.5
	Other			\$ 0.0				\$ 0.0
FY 2007 Projected	State			\$ 0.0				\$ 404.3
	Federal			\$ 0.0				\$ 1,591.5
	Other			\$ 0.0				\$ 0.0
FY 2008-2010 Projected	State			\$ 0.0				\$ 404.3
	Federal			\$ 0.0				\$ 1,591.5
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 2,729.9	\$ 2,325.6			\$ 404.3
	Federal			\$ 6,243.2	\$ 4,651.7			\$ 1,591.5
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 8,973.1	\$ 8,973.1	\$ 8,973.1	\$ 6,977.3	\$ 1,395.5	\$ 5,581.8	\$ 1,995.8

***SR 1, DEWEY BEACH TO REHOBOTH AND LEWES CANAL, IMPROVEMENTS (CONTINUED)*****PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008 -2010
20-013-03	<b>SR 1, Dewey Beach to Rehoboth and Lewes Canal, Improvements</b>	PE	100% ST	\$ 184.1	\$ 184.1	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
		RW	100% ST	985.0	985.0	0.0	0.0	0.0	0.0	0.0
		C	80% FHWA	7,804.0	7,804.0	0.0	0.0	0.0	0.0	0.0
	Total All Funds			\$ 8,973.1	\$ 8,973.1	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

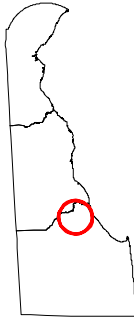


***SR 1, SR 30 INTERCHANGE, SOUTH OF MILFORD***

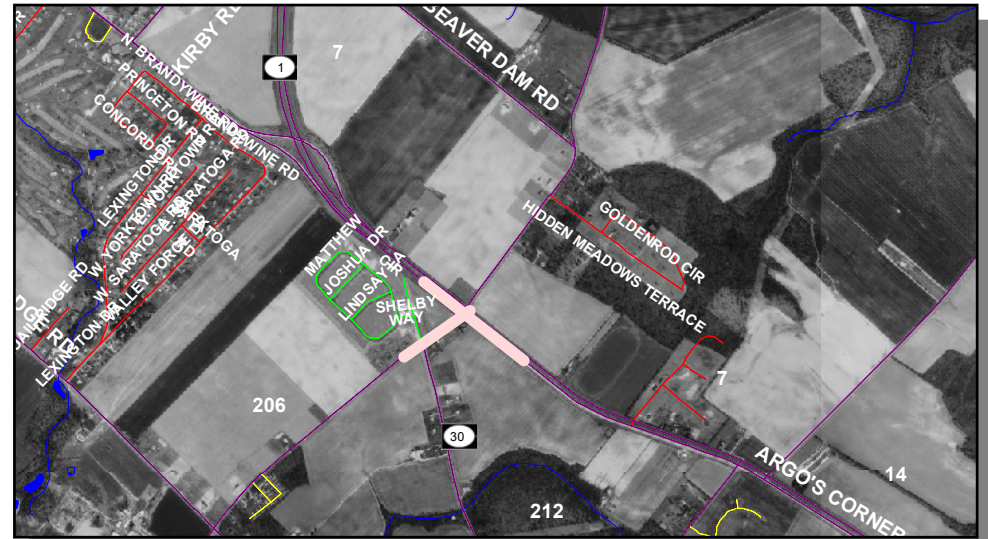
**PROJECT SCOPE/DESCRIPTION:** This project includes the construction of a grade-separated interchange at this intersection with a proposed on/off access interchange provided along SR 30 and Cedar Neck Road (S206). This project will connect with the recently completed roadway from Business Route 1 and SR 30. The project will also include limiting access along S206 to right-in or right-out only access.

**PROJECT JUSTIFICATION:** This intersection has been targeted as a high accident-prone intersection. The improvements will enhance safety and preserve capacity along the SR 1 corridor eliminating the need for signalization at this intersection.

<b>County:</b>	Sussex
<b>Municipality:</b>	
<b>Funding Program:</b>	Road System – Arterials
<b>Functional Category:</b>	Management
<b>Representative District:</b>	36
<b>Senatorial District:</b>	18



***SR 1 and SR 30, South of Milford***



**SR 1, SR 30 INTERCHANGE, SOUTH OF MILFORD (CONTINUED)****PROJECT FUNDING INFORMATION**

Project	Funding Type	Original Estimate	Current Estimate	Authorization	Committed as of 12/31/03	Expended as of 12/31/03	Committed Unexpended as of 12/31/03	Authorization Available
SR 1, SR 30 Interchange, South of Milford		\$ 9,000.0						
Prior Years	State			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2004	State		\$ 8,200.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Federal			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
	Other			\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0
FY 2005 Request	State			\$ 1,000.0				\$ 1,000.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2006 Projected	State			\$ 0.0				\$ 1,000.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2007 Projected	State			\$ 1,200.0				\$ 2,200.0
	Federal			\$ 0.0				\$ 0.0
	Other			\$ 0.0				\$ 0.0
FY 2008-2010 Projected	State			\$ 1,200.0				\$ 3,400.0
	Federal			\$ 4,800.0				\$ 4,800.0
	Other			\$ 0.0				\$ 0.0
Total Projected	State			\$ 3,400.0	\$ 0.0			\$ 3,400.0
	Federal			\$ 4,800.0	\$ 0.0			\$ 4,800.0
	Other			\$ 0.0	\$ 0.0			\$ 0.0
Total All Funds		\$ 9,000.0	\$ 8,200.0	\$ 8,200.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 8,200.0

***SR 1, SR 30 INTERCHANGE, SOUTH OF MILFORD (CONTINUED)*****PROJECT TIMELINE INFORMATION**

Project #	Description	Phase	Funding Schedule	Current Estimate	Prior Years	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008 -2010
	<b>SR 1, SR 30 Interchange, South of Milford</b>	PE	100% ST	\$ 1,000.0	\$ 0.0	\$ 0.0	\$ 1,000.0	\$ 0.0	\$ 0.0	\$ 0.0
		RW	100% ST	1,200.0	0.0	0.0	0.0	0.0	1,200.0	0.0
		C	80% FHWA	6,000.0	0.0	0.0	0.0	0.0	0.0	6,000.0
	Total All Funds			\$ 8,200.0	\$ 0.0	\$ 0.0	\$ 1,000.0	\$ 0.0	\$ 1,200.0	\$ 6,000.0